THE NICARAGUAN AFFAIR.

Print of Captain Tinkiepaugh, Joseph I White, Esq., and Mr. Joseph Sowier, for Obstructing the United States Officers. UNITED STATES CIBCUIT COURT.

Before Hon. Judge Betts. MAY 8.—The United States vs. Edward L. Ninklepaugh, Joseph L. White, and Joseph Pouler.—The defendants in this case are charged with obstructing the United States as the critics on board the steamer Northern Light. The fendant, Tinklepaugh, is Captain of that yessel; Mr. White is a well known lawyer, and special counsel of the ransit Company, and Mr. Fowler is the engineer of the Forthern Light. Mr. John McKeon (United States Dis. price Attorney) and Mr. P. J. Joachimssen, Assistan District Attorney, appeared for the prosecution, and Seems. F. B. Cutting and H. F. Clark for the defence. following jurors were empannelled:-

John Hutchinson, Jas. English, Wm. Costner, Jacob Scuthard, Hugh Black, Benj. F. Pease,

Austin Church, John M. Harlow, Charles Fletcher, Jacob De Baum, D. B. Wood, John M. Whitfield.

sen stated the case for the prosecu and then called Benjamin F. Ryer, who deposed that he is an officer attached to the United States Marshal's office; I was deputised to serve a process (produced) on the 24th December last; it was, I think, before 3 o'clock; I found the Northern Light at pier No. 4 North river; when I went en beard, I inquired for Capt. Tinklepaugh, and was told that he was at the Custom House clearing the vessel, and December last; it was, I think, before 3 o'clock; I found the Northern Light at pice No. 4 North river; when I went was beard, I inquired for Capt. Tinklepaugh, and was told that he was at the Custom House clearing the reasel, and that he would soon be back; I then saked for the chief entire or the chief or the same of the was peinted out to me; I told him (Foviley) the nature of my business; that I had a process of the United States District Coner, and I for thick hie manuting or doing anything to take the vessel away from the whas; the eaginer answered that he should take hie instructions from the captain; I told him he should abide the consequences; Capt. Tinklepaugh came on beard shortly satier; I told him I had a process against the vessel; I handed him the notice, and showed him the writ; I think he took the processis his hand and looked at it, but I am not positive; Mr. White them made his appearance and inquired what the difficulty was; I then handed him the monition, and told him it was a process against the vessel; he looked at it; something was said about the harshness of the proceeding on the part of the United States authorities; Mr. White then asked me to go to the captain's room; Mr. Cole, Mr. White, Mr. Horton, Capt. Tinklepaugh, and Mr. Scott and others were present. Mr. White saked me to let him see the process again; I did so; he looked at it; and read it, and returned it to me and then left; there appeared to be at that time some confusion on the dock; I remained near the captain's room until I was informed that the vessel was going; I then went to the hurricane deck, where I saw Cap ain Tinklepaugh, near the wheelboune, giving orders to cast off the limes; the vessel got under weigh, and made her course pretty well across to the Jersey abore, I should think she was pretty nearly half way across, when I deberred her with the captain's froot with the captain's froot with the captain's froot with the captain's differ, I had peak the was all the captain was a subject to the Captain's differ the

As I do not; I have my reasons for not recollecting it; I have no recollection of seeing you but once, and I do not in have helper in the process, and telling you that I would bond the vessel?

A. I do not; I have my reasons for not recollecting it; I have no recollection of seeing you but once, and I do not into whether Mr. White had then left the vessel or not; I think you (Mr. Clark) were pretty nearly the last persent which I presented to Captain Tinklepaugit, my impressive is that the control the sale took place.

Alderman Yourness alto the proceed the resolution, the Common Council condition of which were paid, and the Stocket Markai, I have no motive for auppressing any recollection the proposed, a gigantic swindle upon the city was entitled to more than one city was entitled to more than one cit

sertainly the act on their part took the vessel out of my possession, or I should not have permitted her to leave. Luther [horton, examined by Mr. Joachimseen—leponed that he was deputed on this process ugainst the Rovhern light; got it about haif past 2 o'clock; I had a criminal process also; I had other men with me—Man. 19, Ook and Quinn; when we got on board I went with Mr. Byer to see that this process was executed the count of staring was there were hard to the men against whom I had recess; there were hard to control the westel was up; it was understood at that time that the hour of staring was three o'clock, the was still flatened to the dosk, the captain was not on board, and officer Ryer stated to [Pewler. (the engineer) that he would hold him responsible if he started the ship; I went into the Captain's room: I saw Mr. Clark and Mr. White there; the Captain was there then, and I understood they were geing to have a consultation; Mr. White and Mr. Clark set the ship, and I understood that Mr. Vanderbilt went up to the Commissioner's office to bond they excess! I recollect Mr. White coming on board; I don't think Mr. Clark came on board with him. Q.—When did you leave the vessel? A.—I did not leave the vessel until I jumped off the gang plank to save the life of our District Attorney; I kept on board as long as I could, expecting every moment that I would receive notice that the was bonded and discharged.

Prose examined by Mr. Clark—I am an officer of this court, and act as deputy when specially deputised by the Marshal. I was appointed in 1853; my appointment is not in writing; I recollect you, Mr. Clark, coming on board; he (Mr. C.) went to the captain's office and said he wouln jump into a carrage and go with Mr. Vanderbilt and bond the vessel must be well and the work of the process of the westel to the United States government.

Prace Cook 'eposed that he was sent down on board the Rorthern Light by Marshall Hillyer, on the Mt. Clark got of just as the vessel was leaving the dark. This with a soft

White.
Mr. Coles to Mr. Cutting—I think the conversation I heard from Mr. Clark was, "the Commodors and I will go and bond the ship."

To a Juror—I think Capt. Tinklepaugh was by at the

To a Juror—I think Capt. Tinklepaugh was by at the time.

To Mr. Cutting—I am pretty certain that Mr. Clark said he would guarantee that the ship would be bonded; not having heard anything to the contrary I believe that the vessel was bonded before she left the dock; I know of no circumstance which gave Capt. Tinklepaugh any other information; the ship left between half-past three and twenty minutes to four o'clock.

To a Juror—I intended to go as ar as the Hook with the ship; it is no unusual case for me to go down as far as the Hook; I often do.

Commodore Correlius Vanderbilt was examined for the defence at this stage of the proceedings, by consent, as he was about to leave the city for Washington. He waid that about half past two o'clock on the 24 h of December, Mr. White came into his office and said that the Northern Light was attached (he, Mr. White, was a little excited) for having fillibusters on board, and said that he was going down to tell them to go to sea; I said, "No, you must not do any such thing; go down and ascertain the nature of the process exactly, and if I can assist you,

I will; Mr. White came back in about ten minutes; Mr. Chark came in afterwards and said to me, "Commodors, let us go up and been the saig," I remarked that if Mr. McReon was there as wou de de what was right, and is her eg; when I got our all my office. I saw in that it is the end in the control of the co

Board of Aldermen. This Court met last evening, Alderman Isaac O. Barker, President, in the Chair.

Alderman Herrick offfered a resolution to rescind the

rest in question had made arrangements to operate to their own advantage at the public sale.

Alderman Voormuns said that if repealing the former resolution would postpone the sale, he would go for that; but he thought that former proceedings of the Common Council had taken further power from them on the premises. Eminent lawyers had given their opinions or the subject, and the city was decidedly sold in the matter.

Alderman Eur said the share the city was to have, was certainly too meagre; but when opinions were given that the trustees could sell the property for secular purposes, the Common Council felt inclined to make some compromise.

A further ordinance was now resting on the table to complete the measure, but he hoped the resolution to resind the resolution passed the Common Council and signed by the Mayor April 9, 1856, would be adopted, and that the Comptroller be directed to postpone the sale advertised for the 14th inst., for an indefinite period.

Alderman Briowa, condemned the previous proceedings in authorising the sale, and spoke in favor of a repeal.

Alderman Briowa, condemned the previous question.

Alderman Briowa, condemned the previous question.

Alderman Briowa, condemned the previous question.

Alderman Briowa called for the previous question.

Alderman Briowa for saled leave to be excused from voling, as the matter might come before him while acting as Mayor, in Mayor Wood's absence—which was granted.

The resolution, so far as regards postponement of the sale, was then put and adopted, by a vote of 19 to 1.

Alderman Tucker, of the Special Committee, presented a minority report in favor of the plan of Martin E. Thompson. Ordered printed.

THE NEW ELAGE ROUTE.

The report to grant John T. Heird, the privilage to run a line of stages from Coentries slip to Greenpoint ferry, foot of Tenth street, was concurred in.

The Board then acjourned to Monday.

Personal Intelligence.

Dr. Hammel, the distinguished Russion savant, who is on a scientific mission to this country from the Russian government, is in Boston.

Hon, James Bell, Senator in Congress from New Hampshire, arrive home on the 3d inst.

By Hon, James Bell, Senator in Congress from New Hampshire, arrive home on the 3d inst.

From Bremen and Southamoton, in the steamship Hermann—Mr Abel Stevens, bearer of despatches, lady and daughter; A. W. Tayer, Dr. J. Cennings, W. L. Chamberiane, Mrs. E. Blanke, 2 children, gaverness and servant; Miss O. Walton, C. Baktr, Mrs. H. Lucas, J. Hindekin, Mr. Finke, J. Parsona, W. Iselis, Mrs. Mahicux, J. Von Voenty, Mrs. O. Vennsmans, Miss E. Dathman, O. Weyer, G. H. Rgeers and child; M. Kilnkirchm, indy and 3 children; J. J. Frank, Mrs. Hinrichs and Miss Otto, B. Mever Miss S. Lubrock, W. Valentin, H. Gudewill and isdy, F. Haffans, W. Schmster, T. Lex, F. Metz and isdy; O. Maimroos, B. Lampe, H. Pieffer and lady; Hiss. J. Popper, J. Polack, H. W. J. Tenn, S. Zessel, C. Heypie, B. Detrich, O. Berran, F. Triest, C. Kupfer, I. Lohman, J. Carpeles, C. H. Tsyth, C. Jahn, A. Moller, F. Bamburger, G. Beyries, F. A. Nicokasch, J. H. Beelman, T. Morch, D. St. iberi, F. Kohn, J. Schwartz, W. Gott, C. H. Herpich, H. Casm, n. and child, G. Grimmer, B. Slave, S. Tchilmann, F. Gray, E. M. Estler, F. Kohn, J. Schwartz, W. Gott, C. H. Herpich, H. Casm, n. and child, G. Grimmer, B. Slave, S. Tchilmann, F. Grayer, W. Cate, T. Golding, W. Jones, W. Brown, C. O. Apos, P. L. Page, Mrs. Gendeller, F. Rosen, J. P. Shaw, H. Kobbell, J. Garver, W. Cate, T. Golding, W. Jones, W. Brown, C. O. Apos, P. L. Page, Mrs. Gendeller, F. Rosen, J. Shaw, H. Kobbell, J. Garver, W. Cate, T. Golding, W. Jones, W. Brown, C. O. Apos, P. L. Page, Mrs. Gendeller, F. Rosen, J. Walter, A. M. Harder, Mrs. F. Rosen, J. P. Holler, P. Rosen, F. P. Shaw, H. Kobbell, J. Oarver, W. Oate, T. Golding, W. Jones, W. Brown, C. O. Apos, P. L. Page, Mrs. Gendeller, F. Rosen, J. Walter, A. M. Harder, Mrs. F. Rosen, J. P. Holler, J. R. Harder, Mrs. F. Rosen, F. P. Shaw, H. Kobbell, J. Oarver, W. Oate, T. Golding, W. Jones, W. Brown, C. O. Apos, P. L. Page, Mrs. Gendeller, F. Rosen, J. Walter, A. M. Harder, Mrs. F. Harder, Mrs. F. Harder, Mrs. F. Harder, Mrs. F. Harder, Mrs

Fires in New York.

Fire in Division Strust.—Shortly after one e'clock this (Thursday) morning, a fire broke out in the confectionery and cake store kept by Peter F. Gebhardt, at No. 255 Division street. The alarm soon brought the firem to the premises, who found the fire buraing through the floor into a small room partitioned off from the store, used as a kind of store room. The fire was very soon got under and extinguished. The heat and water together pretty much destroyed the stock in the store. The tools, in the cellar did not receive much damage. There is an insurance of \$1,200 on the stock and tools, in the racific Insurance Company, and \$300 on the household furniture up stairs. No damage done to the furniture. The fire appears to have originated from the oven, which is directly under the fleor, where it was evident the fire commenced. The whole matter will be investigated by the Fire Marshal.

VIOLENT HAIL STORM IN VIRGINIA.—One of the

VIOLENT HALL STORM IN VIRGINIA.—One of the most violent hall storms that ever occurred in Virginia, swept over the county of Luneaburg to Amelia Court House, yesterday. In the woods and some other places it lay upon the ground to the depth of four inches, some of the hallstones being of large size. Leaves were stripped from the trees and fences blown down, but we have heard of no other damage.—Richmond Whig, May 8.

ONE WEEK LATER FROM EUROPE.

Arrival of the America, Hermann and City of Baltimore.

THE CENTRAL AMERICAN QUESTION.

The interference of Spain with Gen. Walker MR. CRAMPTON NOT TO BE RECALLED.

THE SOUND DUES.

IMPORTANT FROM THE CZAR OF RUSSIA.

Improvement in Cotton and Corn, &c., &c., &c.

Four steamships from Europe have arrived within the last thurty-six hours:—The North America, at Quebec; City of Baltimore, at Philadelphia; America, at Halifax and Hermann, at this port. They bring one week's later

The steamship Hermann, Capt. Higgins, with the German, French and English mails, 232 passengers, and a valuable cargo, arrived here at a quarter past two o'clock yesterday afternoon. Her dates are from Southampton to

According to a telegraphic despatch from the Crimea, we are informed that Kinburn and Eupatoria will be the first portions of Russian territory evacuated by the al-lies. The English artillery and siege trains are said to have already commenced leaving for England.

The Paris correspondent of the Brussels paper L'Emwi-cipation states that a despatch had been received which announced that the Danish government had consented to the arrangements which had been offered by foreign governments for the regulation of the Sound dues. The Paris correspondent of the London Times, writing on 19th of April, says:—

on 19th of April, says:—

A private letter from Madrid speaks of a desire existing on the part of the government for making an expedition sgainst Nicarsgua, combined with France and England, under the apprehension that if the Americans succeed there the same fillbusters may pass on next to Caba. There are persons, however, who are of opinion that Spain had better keep her fing out of any collision with the "stripes and stars," for that the United States would, in all likelihood, make "a mightw pretty quarrel" out of anything of the sort, and that neither England nor France might think it expedient to extricate Spain from her embarrassment.

The Baval Review at Spithead.

OFFICIAL PREPARATIONS—THE SQUADBONS AND NAMES OF SHIPS—IMMENSE ARMAMINT—STEAM FOWER EMPLOYED—PREPARATIONS TO RECEIVE VISITERS—ACCOMMODATION FOR THE PRESS.

[From the London Times, April 23.]

The Lords of the Admiralty arrived at Portsmouth yesterday, and completed all the prejected arrangements for to-day. A little breast sprung up in the morning of yesterday, which seemed likely to freshen, and so spoil that part of the pregramme relating to the lime of battle-ships; but it happily died away as the day advanced, and the evening clesed, promising fair for to-morrow. The town and suburbs of Portsmouth, Gosport, Ryde, and the neighborhood are crowded with visiters, who pour in still by every train and by speculative steamers from seawards.

Our French visiters amused themselves yesterday by visiting the gunnery ship Excellent and Her Majesty's yacht; they were saluted on leaving the former. A superb bell and banquet is now being arranged in their honer, and will take place at the Royal Naval College.

The following is a complete list of the ships present at Portsmouth on the 23d of April, 1866, in order of salling:—

FORT COLUMN.

STARBOARD COLUMN.

The following is a complete list of the ahips present at Fortsmouth on the 23d of April, 1866, in order of salling:—

FORY COLUMN.

SCREW LIRE OF BATH ESHIPS.

Horse ComGuns. power, mander.
Captain.
Lington... 131 700 Caldwell.
C. B.
Flag of Rear Adm. Hop. Sir
R. Dundas, K. C. B., Com.
Hon. F. Peiham, C. B., (Captains, Captains, Cap Blenheim... 60 450 Hall, C.B. Bussell.... 60 200 Scott,

Russell.... 60 200 Scott.

FIVOT SHIPS AT ST. HELERS.

LUMGON..... 90 — JETVS. ROGHEY..... 90 — WIISON.

SCREW FRIGATES AND COR. SCREW FRIGATES AND COR

VETTES. Contains.

Horatio ... 12 250 Hop. A. Cochrane, C. Camorare, C. Camo

GUN VESSELS AND GUN HOATS,

Captain, Hon. L. Kepel, C. B.

Horse CommanGun. p'or., ders.

Victor 6 500 De Hors sy Kinarod 6 500
Alacrity 4 206 Majendia,
Thirlie 2 60 Spain. Tekles. 2 60 Ballour.
Sardiy 2 00 Moholas. Beagail 2 00 Bals.
Thirlie 2 60 Spain. Tekles. 2 60 Ballour.
Sardiy 2 00 Moholas. Beagail 2 00 Mensias.
Bardiy 2 00 Moholas. Beagail 2 00 Mensias.
Haylower 2 00 Saumarez Haylor 2 00 Mensias.
Maylower 2 00 Saumarez Haylor 2 00 Mensias.
Maylower 2 00 Femple. Hasang 2 00 Genesia.
Maylower 2 00 Femple. Hasang 2 00 Hasang.
Maylower 2 00 Hasang 2 00 Hasan

Havor 2 60 Berkeley. Recet. 2 60

Rarnesh. 2 60 Berkeley. Recet. 2 60

Rarnesh. 2 60 Berkeley. Recet. 2 60

Rarnesh. 2 60 Berkeley. Recet. 2 60

Hote Com.

Guna. power mander. Roebuck 6 350

Mchawk 4 200 Closs. Operey. 4 200 Hloods of Stork. 2 60 Malcolm. Wessel 2 60 Cris gle. Redwig 2 60 Forbes. Hind. 2 60 Ward (1)

Maspie. 2 60 Pim. Lark 2 60 Cuning. Redwig 2 60 Forbes. Basp 2 60 De Cres. Bidger. 2 60 Rullock. Stripisc. 2 60 Chetwynd Sheldrake. 2 60 Russell. Proward 2 60 Nelson. Banierer. 2 60 Whithsed. Haughry. 2 60 Hamilton. Charon. 2 60 Folkard. Haughry. 2 60 Hamilton. Charon. 2 60 Folkard. Redwig 2 60 Good-Prompt. 2 60 Goldinch. 2 60 Wolfers. 2 60 Good-Prompt. 2 60 Goldinch. 2 60 Hamilton. Charon. 2 60 Folkard. 2 60 Good-Prompt. 2 60 Goldinch. 2 60 Hamilton. Charon. 2 60 Folkard. 2 60 Hamilton. Charon. 2 60 Folkard. 2 60 Hamilton. Charon. 2 60 Folkard. 2 60 Good-Prompt. 2 60 Goldinch. 2 60 Hongh. 2 60 Goldinch. 2 60 Hongh. 2 60 Good-Prompt. 2 60 Goldinch. 2 60 Hongh. 2 60 Good-Prompt. 2 60 Goldinch. 2 60 Hongh. 2 60 Good-Prompt. 2 60 Hingha. 2 60 Comlound. 2 60 Folkard. 2 60 Hongha. 2 60 Comlound. 2 60 Folkard. 2 60 Hongha. 2 60 Folkard. 2 60 Hongha. 2 60 Comlound. 2 60 Folkard. 2 60 Hongha. 2 60 Comlound. 2 60 Folkard. 2 60 Hongha. 2 60 Comlound. 2 60 Folkard. 2 60 Hongha. 2 60 Comlound. 2 60 Folkard. 2

Gun 20 Brent. 20 Doughty. 2 20 Pelle, 2 20

Grand total:—

Grand total:—

The fleet, as now anchored, covers a space, from pivot ships to pivot vessels, of upwards of 12 miles.

At the time our correspondent's parcel left Southampton last night, the excitement existing in reference to the grand naval display, which takes place at Spithead this day, had reached an extraordinary height, and the town was besieged by visiters from almost all parts. Not only had London, Liverpool, and other large towns, together with paces adjacent, contributed largely their quots of sight seekers, our numerous arrivals had taken place from our French neighbors. Hotel accommodation for these not previously provided was entirely out of the question; and although the facilities afforded by the mall companies for supplying numerous visiters with beds, &c., on board their ships were liberally contributed, yet the difficulty to arrange for the requirements of all was in many instances appeared. From an early hour till the close of day lunge trains erammed to excess were continually pouring into the Southwestern Rallway station at Southampton, and although it was impossible that the business of the line could be conducted with that quiet which is observable on ordinary occasions, yet we have not heard of a single accident. A little confusion existed in one or two instances at Bishopstoke junction, but by the adoption of a proper arrangement order was very easily resumed. The docks at Southampton presented a most justiceque appearance during yesterday. At the north side of the tidal basin were arranged six vessels belonging to the Panissular and Oriental Company, and each ship's stern being placed against the quay wall, an easy access was provided for those who will winess the grand spectacle by that means. The Royal Mail Company's and other ships were likewise judiciously arranged, and a fleet of not less than twenty large vessels were in this dock alone. The whole of the vessels, it was expected, would get away by 10 o'clock.

in go vessels, it was expected, would get a way by 10 o'clock.

ACCOMMODATION FOR VISITERS AND MEMBERS OF THE FRESS.

The following is a list of the vessels of war appointed to convey the different parties and visiters on this occasion, and to accompany the fleet:—

Ship' Name: To embark. To whom appropriate!.
Black Eagle. Sally Port. Cabinet, A imiralty.
Idgining. do. Admiralty.
Princess Alice. do. Admiralty.
Princess Alice. do. Admiralty.
Princess Alice. do. Admiralty.

Vivid. Ports'th Bocky'd Lords of the Treasury—Heads of Government Departments—Lord Mayor.

Vivid. Southampton Peers.
Parseverence do. Commons.
Himalaya. do. Army Department and Admiralty Officers.

Vulcan. do. Marine Department—

Vulcan. do. Army Department—

Wiegen. do. Army.

Wiegen. do. Army. Ferseverence do. Commons.

Himalaya. do. Army Department and Admiralty Officers.

Vulcan. do. Marine Department—

do. Army.

Wicgeon. do. Army.

Wicgeon. do. Marine Department—

Onliver. Ports'th Dock yd Admirals and Captalias Promethens do. Half pay Officers.

Otter. do. Half pay Officers.

Otter. do. Half pay Officers—Departments, &c.

Conckoo. Portsmouth The Press.

Visiters should be on board by nine o'clock in the morning, on the 23d, so as to prevent confusion.

STRAM COMPANIES' SHIPS.

The following ships of the Feninsular and Oriental Company's fleet will leave Sonthampton in the following order:—

Manilis. 646 tons Ripom. 1,926 tons Sultan. 1,931 tons Simia. 2,441 tons Euxine. ...,165 tons Alma. 2,165 tons The Directors of the Royal West India Mail Company have chartered the following:—

Tay Airsto La Plata.

The following ships belonging to the Southwestern Railsay Company will be engaged:—

Courier Alliance Wonder.

The General Strew Steamship Company have charter
Eaxon.

The General Strew Steamship Company have charter-

The General Strew Steamship Company send out two vessels:

The General Strew Steamship Company have chartered the Queen of the South.

Among other ships conveying visiters may be mentioned: Duke of Cornwall.

Aquila. Nord. Nimrod. And about thirty smaller vessels. All the ships will leave the docks according to their draught of water. The first steamer will go out about 7 e'clock.

TO THE EDITOR OF THE HERALD.

AT SEA, May 7, 1856. The two days which the Hermann passed at Southamp The two days which the Hermann passed at Southard-ton, on her return from Bremen, were days of intense excitement and amusement to all on board, owing to the grand naval review which took place off Spithead, and te which every train brought gaping "John Bulls" with their wives and children, until, though a vast number spent the night in the steamers in the dock, siesping room became so scarce in the city, in many cases a guinea was paid for permission to sleep on the floor. In-

guines was paid for permission to sleep on the floor. In-5 ed, we have heard that persons coming in the late ains were forced to pass the night wandering through The fleet, as the Hermann passed through it on the night of the Zist, on her way from Bremen, presented a truly brilliant spectacle, consisting as it did of some one hundred of England's screw steamships, drawn up in parallel lines of four or five miles in length, itanket on either side by an indefinite number of her new steam gun boats. As the Hermann passed between these two long lines of Old England's "wooden walls," whose

on either side by an Indefinite number of her new steam gun boats. As the Hermann passed between these two long lines of Old England's "wooden walls," whose solemn silence was only broken by the two bells announcing one o'clock A. M., passing from ship to ship until lost in the distance, a most vivid idea of the pewer and vigilance of our "mother country" was impressed upon all who had remained upon dect.

The morning of the 28d opened beautifully—a circumstance which favored; the English superstitious netion that good weather always attends Victoria—and the crowds of strangers increased until the dock and all the neighboring streets were swarming with life. Some thirty iron screw steamships, of the largest of England's merchant marise, lay in the dock—some engaged by government for the Houses of Parliament, others for distinguished officers and the nobility, others still, in the service of speculators. All were crowded before 10 A. M., and had left the dock, on their way down the beautiful Southampton water. The serve steamship Himsiays, one of the gevernment vessels, and one of the largest in the world, must have had a thousand passengers on board; and some of the vessels in the heads of speculators, must have yielded, for passege money alone, at a guines a head, a very handsome profit. The Hermann followed some three hours later, having waited until 1½ P. M. for her mails. The passengers had a fine opportunity of witnessing a portion of the review, (as she passed down on her way to see), which was just at its height; since the Queen's arrival had been delayed by an accident to a train on the road, which delayed that to which the royal car was attached—which detention, we presume, must have interfered with the proceedings of the day, as the attack was not made upon South See Castle, which was to be the grand feature in the review.

On arriving at the scene of the naval display the two long lines were in motion, passing in regular order down the Solent to the spot where the royal yacht and others were laying f

as she pased. When the Hermann took her departure the whole fleet were pouring for the their broadsides.

JOHN MALLINS, Purses.

[Berlin Correspondence of Landon Times, April 23.] In a recent leader you mentioned that the government of the United States had given the Onnish government as term of two imenths from the period of its treaty with Denmark on the subject of the Sound dues expiring, for the purpose of snabling it to come to an arrangement with the general body of the States interested in that impost. Since then our government has taken into consideration the plan proposed by the Danish government for having the annual amount of the Sound dues capitalized, and getting the capital to be raised for this purpose paid up at once by the different States, according to the proportion in which they are interested. This proposition of the Danish Cabinet the English government has rejected, as we have learned here from various London papers, and the intelligence has since been confirmed on good authority in Copenhagen. At the time of rejecting the Danish plan, the English government reserved to itself to propose another without loss of time. This has since then been done, and is of the following nature, viz: The Sound dues are to be reasined, but their amount shall in fature be levied in the Baltic ports, instead of at Elainore.

In two respects this proposal is in conformity with English interests. I. It proposes to prolong the revenue which serves as security to the Angle-Danish lone. 2. It proposes to remove one of the very great objections to the Sound dues—viz., that of compelling reases to heave to in the marrow straits, where the current setting out from the Baltic into the German Ocean makes all sechorage difficult and dangerous, by which delay a favorable wind is often lots, and not again retrieved for a week or so, Both those ends, however, would have been obtained by concurring in the general desire to expitalize the amount already agreed to by the Baltic Powers, provision being made that the amount of

mination; and also, in the case of negonations setog opened with reference to the taxes on narigation, to avail itself of the assistance of a committee of men acquainted with these maters.

Together with this motion there were referred to the same committe four petitions on the same subject from the commercial communities of Konigsberg, Stettin, Stralsund, and Dantzic, all calling on the government, in various terms and with different degrees of samestness, to take all accessary steps to procure an end to be put to take all accessary steps to procure an end to be put to the burdens imposed upon commerce by the Sound dues. Judgitg by the report, as printed and distributed to the members, the committee has confined its labors to ascertaining what was done and said in the committee on the same subject in last session, and where the nail was driven then, trying, if possible, to clinch it now, the lake steps of the government of the United States offering them a welcome example to hold up for initiation to their own government. The commissaries of the government that—

The government has hitherto notical sight of the subject, and will continue to devotepits attention to it; it is however, not in a position just now to be able to alford any information as to the negotiations now pending.

The Commission has thereupon come to the Sound dues on Prussia's commerce and shipping interests, and trusts that the government will energetically follow up the getting rid of the subject.

The Cozar in Moscow.

HIS ARRIVAL WITH THE GRAND DUKES AND STAFF
—RECEPTION OF THE IMPERIAL VISITERS—SPEECH
OF THE EMPEROR—HIS IDEAS OF WAB AND

A letter from Moreow, dated April 11, says.—The Emperer has arrived quite unexpectedly at our city, accompanied by the Grand Dukes Constantine, Michael and Nicholes, and a numerous siaff. Their reception was most enthusias in. This morning the Emperor gave andieson of the continuation of the continuation

the applithination, orts interest encurses in some other asy by became, and consider who had also as the proposed of the field States are received properly to had been some or properly to had been some or properly to had been some or properly to have been some or properly to have been some or properly to have been some or the sound interests. It is a some of the sound of the had been some or the sound interests of the sound of the had been some or the courtes most interests in the had been some or the sound of the had been some of the had been

Western Powers than this acknowledgment? How can the future safety of Europe receive a surer guarantee than is derived from the humbled tone of the man who alone has the power to threaten it?

Indeed, it was time for Russia to recede from the contest which she had provoked. What her state is we hear from the unwilling lips of her ruler. What the resources of the Wastern Powers, and especially of England, are we are only beginning to learn. Russian trade has been ruined, Russian provinces have been depopulated, Russian arsensla have been exhausted, just when the energies of this country are being fully roused, and its wealth and resources ascer sined by trial. In a few hours there will be assembled at Portsmouth a fleet such as the world had never seen before, manned by some which are enormous commerce furnises in unfailing numbers. All the newest discoveries of science combine to give efficiency to each of these powerful vessels, the possession of any half dozen of which would entitle a State to consider itself somewhat of a naval Power. The pageant which will be witnessed is in celebration of peace, and it is a fitting spectacle to illustrate the greatness of our triumph and the solidity of our strength. The fleet which will mancrave before the eyes of thousands would, but for the concessions of Russia, be now on its way to the north, ready to assail the stronghold and espital of the Czar with almost irresistible power. Can any doubt remain of the relative strength of the two nations? And if the little feland can so far outdo the extended empire, which numbers twice its population, can there be any one who fails to recoverize the principle of such a superiority? Industry, liberty, private energy, the arts of peace, have given England the strength to fight berbarism with its own arms. Warlike systems have fallen exhausted in the hour of trial, while those who have never desired or studied war are best prepared for it within a short period of its cutbreak. The iesson has not been lost on the Czar. His speech at

Our Relations with England. EFFECT OF MR. DALLAS' SPEECH AT THE LONDON

EFFECT OF MR. DALLAS' SPEECH AT THE LONDON BANQUET.

[From the London Times, April 19.]

There seems to prevail between England and the United States some great misconception of each other's feelings. It cannot be doubted that when America is spoken of with hitterness in England it is always on the ground of an alleged animority which its citizens display towards us. "See the corduct of these Americani"—such is the natual language—"Without provocation on our part, and from a mere impunies of fill will they are raising a quartal

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